

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Bulgaria	REPORT	
SUBJECT	1. The Khaskovo-Avren Road 2. The Krumovgrad-Ivaylovgrad Road 3. Sredno Arda - Krumovgrad railroad	DATE DISTR.	26 October 1955
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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

The Khaskovo-Kurdzhali-Momchilgrad-Krumovgrad-Avren Road

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1. This macadam road was built during 1934 and 1935. It consists of a 5-meter wide macadam center which has a 1-meter wide border of stone base on each side. Along both sides of the road run 60-centimeter-wide ditches, 40 centimeters deep.
2. The bridges and viaducts on this road are five meters wide, built of steel and concrete and can withstand up to 30 tons of weight. All wooden bridges on the Momchilgrad-Kurdzhali section of the road were converted to steel and concrete during 1951-1954. The largest bridge on the road crosses the Arda River, approximately two kilometers south of Kurdzhali. This is a steel bridge built on six concrete blocks and consists of two parts, one for rail traffic and one for road traffic. It is approximately five meters wide, 80 to 100 meters long and guarded by one Militia post which checks the documents of all travelers.
3. The road crosses the railroad only once between Kurdzhali and Momchilgrad. The surface of the road between Krumovgrad and Avren was repaired during 1954. There is no bridge where the road crosses the Bostan Dere River, approximately eight kilometers north of Avren, and this section of the road is therefore impassable during rain or winter weather.
4. The Kurdzhali-Momchilgrad-Krumovgrad-Avren section of the road contains approximately 40 road blocks. Each of these road blocks consists of two fixed concrete blocks obstructing the road leaving only an opening of 3½ to 4 meters. A third block made of steel and concrete is mobile and mounted on wooden blocks on an incline so that it can be moved into the space between the fixed blocks when necessary. These road blocks are approximately two meters high and 2½ meters thick.
5. Along the entire length of this road heavy snowfall and avalanches frequently block the mountain passes. A 3-ton truck could cover approximately

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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25 kilometers in one hour on this road.

The Krumovgrad-Ivaylovgrad Road

6. The Krumovgrad-Ivaylovgrad road is approximately the same as the Khaskovo-Avren road above. During 1953 and 1954, this road was completely repaired sharp turns were straightened; all viaducts and bridges were repaired, and many were rebuilt in concrete.

New Railroad between Sredno Arda and Krumovgrad

7. The construction of a new railroad line between Sredno Arda (N 41-38, E 25-31), Kurdzhali Okoliya, and Krumovgrad began during 1953 and is expected to be finished during 1958. This new line will connect with the Khaskovo-Kurdzhali railroad line at the Sredno Arda railroad station.

8. [redacted] northeast of Krumovgrad and south of Sredno Arda excavation work in connection with the construction of this new railroad line. In the Sredno Arda railroad station [redacted] building materials for the construction of a railroad bridge across the Arda River south of Sredno Arda. The new railroad line will follow the Buyuk Dere River, a tributary of the Arda River, in a southerly direction toward Krumovgrad.

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